

FRIGHTFUL FIRE.

The Richmond Hotel, Buffalo, Burned.

SEVERAL PERSONS KILLED.

A Number Seriously Injured in Trying to Escape—Horrible Sights at the Scene.

Disastrous Fire.

BUFFALO, March 18.—The Richmond Hotel and St. James Hall were burned early this morning. The loss is fully half a million dollars. A number of lives are reported lost and many injured. The building is situated on the corner of Main and Eagle streets, extending through to Washington Street. The fire was discovered at 3:30 this morning in the new Richmond Hotel. The alarm was sounded, and the fire department responded promptly. The hotel contained a large number of guests and their heartrending shrieks could plainly be heard. Ladders were raised as soon as possible and as many as could were taken out. A large number of them were unable to effect their escape. At 4 o'clock the entire Richmond, St. James Hall and other property in the block were doomed to speedy destruction. The whole place burned like tinder. The corridor in the center of the building acted as a great funnel and as the flames streamed upwards the guests found themselves imprisoned by walls of fire. The screams of the victims could be heard for blocks and at many of the windows they could be seen in their night clothes calling wildly for help. At one of the third floor windows two guests were seen by the crowd to fall back into the flames. One man jumped from the fifth floor to the roof of a two story wooden building adjoining. He was seriously injured. The number of those injured is not exactly known. Horace W. Barse, of Olean, N. Y., was terribly burned about the hands and wrists. A number of insurance men were in the building and several of them were badly injured. Among them were W. J. McKay, of Niagara Falls; C. M. Dubois, of Syracuse; W. S. Dewey, of Rochester, who escaped with bad burns; Clinton Bidwell, of Pittsburgh, badly burned. At the hospitals are Charles Davis, of New York, hands and feet badly burned; H. B. Smith, of the North British Insurance Company, of New York, hands and feet burned; Edward Whelan, of New York, hands in a terrible condition. They are probably not fatally injured. The fire hospital contains eight men and one woman. All are in a bad condition and more or less seriously injured. All are from out of town, except the woman. Two of the injured are at the Sisters' Hospital. There are also four injured persons at the general hospital.

The rapidity of the fire cutting off the means of escape led some persons to leap for life from the windows. Others got down the fire-escapes or on ladders raised by the fire department. The shrieks and cries of the poor people in the upper stories of the burning structure were heartrending. One man, mad with terror, leaped from a third story window and was picked up from the stone sidewalk on Main Street, a mangled and bleeding corpse. Several who succeeded in making their escape were badly injured and burned, and some of these will probably die. Others, more fortunate, escaped with slight injuries. It is now believed that at least twelve persons were burned to death.

There were 125 persons in the hotel, many of whom were transient guests, eight were boarders, and the remainder porters, bell boys and families of the proprietors and clerks. Twenty-two of these were rescued from windows by the firemen; twenty-two are at the hospitals, and a large number made their escape by other means.

The origin of the fire is not as yet known. William H. Alport, night clerk, says: "The fire started in the cloak room under the main stairway at 3:50 o'clock. There was nobody up but myself, the night porter, and the bell boy. I pulled all four of the fire alarms on different floors and people came flying down stairs in their night clothes. The fire followed the elevator and inside of five minutes it reached the top floor. I rushed out of the door after doing all I could."

The bell boy, Plummer, tells his experience, as follows: "I was dusting the reading room when I heard a shout and saw the flames coming up the stairway from the basement. Mr. Alport and I turned on the hose under the main stairway, but the water would not turn. Then we gave the alarm. The watchman and I got a plank and broke in the Eagle Street entrance to the hotel. Then we got the plank under the fire escape off Eagle Street and we helped the people down. I think there were about forty-eight guests in the house."

The spread of the flames was frightful in its rapidity. The elevator shaft served as a fine for the flames and the whole structure was enveloped in a few moments. As the guests were aroused and saw the interior cut off, they turned to the windows. They could be seen standing out clear and vivid before the lurid background of the flames. Their screams were horrible to hear and they could be heard for blocks. The firemen did noble work and confined the fire to the narrow limits of the three buildings named. Their work of rescue had many exciting incidents. The telegraph wires were as usual in the way of the ladder brigade and much valuable time was lost in getting the ladders past them. The fire which was under control by 6 o'clock was confined to Richmond Hotel and the museum proper, and the store of James Creighton and the cigar store of J. C. Palacio on Main Street. Hugo V. Althaus, of New York, assisted a number of women from the burning building. He then made his own escape by leaping from one building to another, until

he reached the corner of Washington and North Division Streets, and thus gained the street.

Wm. J. Mann, one of the proprietors of the house, and his wife, had a thrilling experience in getting out. Mrs. Mann was terribly burned about the head, arms and legs. Their little daughter, Jennie, was also badly burned.

Five girls, who roomed on the fifth floor, made a rope out of bed clothes and hung it out of the window, but none seemed to have courage to start. At last one of the five took hold and swung to the window ledge from which she was rescued; three others came down in the same manner and then the fifth girl started down. She had gone but a little distance when the rope parted and down she went four stories. Strange to say she was not killed. Her legs were terribly bruised, her back badly injured and her face and arms were in a frightful condition from burns. Mark Osborne, day clerk and assistant manager of the hotel, is missing. It is believed he perished. William A. Haven, of Helena, Montana, was burned about the hands, feet and face, and is suffering from the shock. He is chief engineer of the Northern Pacific Railroad.

R. H. Humes occupied a room on the third floor. He was awakened by the electric bells, and after arousing several people on the same floor, jumped through a window to the kitchen roof; there everything was in flames; others were on the same roof. He made a rush for the Eagle Street door going through the kitchen skylight and out through the flames and escaped; he left five persons on the kitchen roof and thinks they must all have perished as they did not attempt to follow him through the flames. Four are dead among those who jumped from the building. William Purcell, a broker of this city, an unknown man and two unknown women. The burned building was erected in 1886, for hotel purposes, and was called St. James' hotel. The hotel was not a success, financially and after a struggling existence it passed into the hands of the Young Men's Christian Association. After the association gave up its rooms in the old building in October last, Robert Stafford, S. P. Whitaker and W. J. Mann took a lease of the property for hotel purposes for a term of years. Whitaker reports that a large amount of diamonds were in the hotel last night. B. Robinson, of Lambert & Co., had a stock valued at \$50,000 deposited in the safe. A Mr. Adler had in his room \$300.00 worth, and a Mr. Smith had another considerable stock, but the amount was not known.

The body of one woman recovered this morning was identified as that of Kate Wolf, of Lockport. Mary Welch, a servant at the Richmond, is missing, and still another servant, and it is believed they must be included among the dead. A. A. Kahn and H. D. Ramsey, of New York, who were so seriously burned, are not expected to live.

The Chicago Anarchists' Case.

CHICAGO, March 18.—A news special from Ottawa, Ill., says: Speaking of the possibilities in relation to the decision in the Anarchist case, Judge Schofield, of the Supreme Court, said to a news representative this evening that, in case of a reversal and ordering of a new trial, the opinion of the court would be sent here and would be made public as soon as it arrived at it, but in case the decision of the lower court is affirmed the public will not be apprised of the facts until the court meets again, at Ottawa, which will be in September next. In case of affirmation the court must fix the date of execution, and must do it in open court and in the district where the case belongs. The court will adjourn its session here next week, and it is, of course, impossible for the court to examine the bulky record and return an opinion before adjournment. It follows that it will be impossible for the Anarchists to be hanged before next fall. The sentence cannot be affirmed and the day of execution fixed before the first Tuesday in September. About a month would doubtless be allowed between the affirmation and the day of execution. The "reds," therefore, need have no return on opinion before October. Judge Scott expected to return from California about April 1st and he will participate in deciding the case. Since the arguments have been made the prevailing opinion here seems to be that the verdict in the court below will be sustained by the Supreme Court. Mr. Sweet returned to Chicago at 4 o'clock. The other counsel will return to-morrow.

Railroad Reorganization.

PITTSBURGH, Pa., March 18.—"You may say that arrangements for a reorganization of the Pittsburgh & Western have been consummated," said James Callery, president of the company, this afternoon, at the Monongahela House. "Solon Humphreys, R. K. Paige, H. W. Oliver and myself are now awaiting the arrival of Mr. Thomas M. King, to complete what few details have not been attended to. The plan will require an advance of \$3,000,000, the greater part of which must be paid in promptly in order to purchase \$1,700,000 of bonds not taken by the subscribers. We shall not be included in any deal that the B. & O. may make. If the Delaware & Hudson, Delaware & Lackawanna, or Lehigh Valley wishes to come to us, all right."

Sickles' Will.

NEW YORK, March 18.—The will of the late G. G. Sickles is understood to dispose about \$5,000,000 worth of property. Each of his daughters receive \$500,000, his widow a third, and his only heir, General Sickles, the residue.

Bully for Buffalo Bill.

OMAHA, March 18.—Governor Thayer has commissioned W. F. Cody (Buffalo Bill) as aide-de-camp on his staff, with the rank of colonel, and also as commissioner of Nebraska to the American exhibition in London.

FLOODED.

Results of the Gorge-Break at Bismarck.

THE COUNTRY IS INUNDATED.

A Warehouse 100 Feet Long Moved bodily Over Thirty Feet—Other Mention.

A Gorge-Break.

BISMARCK, Dak., March 18.—The Washburn gorge broke last night and early this morning the river began to rise rapidly. A gorge was formed below the city. The ice carried everything with it and struck an immense warehouse on the Northern Pacific, one of the largest in the world. The workmen

NARROWLY ESCAPED DROWNING and in less than two minutes time the gorge water was in the second stories of the river boarding houses, which had been built on what was considered high ground. The warehouse, which is nearly 700 feet in length, was moved bodily over thirty feet and sent crashing against the bluff. The loss on this building will be over \$15,000. The meadow land south of Bismarck, comprising 6,000 acres, is now one vast sea, and is flowing over newly made channels, in this body of surplus water, at the rate of ten miles an hour. The river at this point, which is usually three-quarters of a mile, is now over

SIX MILES IN WIDTH. The Northern Pacific trains will hardly be able to cross the river for several days and Bismarck will probably be the western terminus for a week. Supt. Graham attempted to go to Mendota, but the water on the west side of the river is flowing over the track four feet and the fires in the engine were put out. Mendota is submerged and the people in the lower part of the city have been

MOVING INTO THE UPPER STORIES of their dwellings. All the small buildings on the banks of the stream have been swept away, or destroyed, and the steamboats lying at Rockhaven are in danger. The high trestle of the Northern Pacific, at this point, has been damaged. At 1 o'clock the new channel which the river has cut across the prairie let out the ice and the river is falling slowly, but the worst has not come. The ice went out at Fort Buford, this morning with a rise of thirty feet, the highest ever known. This flood will not reach here until Saturday, when there will probably be terrible destruction.

The London Corporation Crookedness.

LONDON, March 18.—The Parliamentary committee appointed to investigate the charges against the London corporation, held its first session to-day. Lord Hartington presided. Mr. Fielt, formerly a member of Parliament, deposed that he had examined the accounts of the corporation. He found that a special committee had been appointed in 1882, to oppose the reform bill, and that there was expended by the committee a total of £50,000. He said that, practically, the city accounts had never been audited, notwithstanding the fact that the corporation employed so-called auditors, who, witness added, were liars without practical knowledge of their duties. Meetings held in support of the reform bill were raided by thousands of forged tickets of admission by the corporation officials.

A man named Hodge made an affidavit that he had been engaged to bribe the roughs to break up the reform meetings. Mr. Scott, city chamberlain, being sworn, presented a written official protest against the production of the corporation's accounts, on the ground that the House of Commons exceeded its rights in demanding the accounts, and acted in a manner derogatory to the rights and privileges of the corporation.

The Negotiations Completed.

NEW YORK, March 18.—Late to-day the statement was given out, apparently by authority, in Wall Street, that the negotiations for the purchase of the Baltimore & Ohio Railroad had been completed; that the road had been bought by the Stuyvesant Iron syndicate; that the first deposit had already been paid, to the amount of \$300,000, and that the transfer of the road to the purchasers would soon be made. The buyers are known only by their connection with the purchase of the Cincinnati, Hamilton & Dayton Railroad. The backer of these parties is reported to be Christopher Meyer, the millionaire rubber manufacturer of this city. There are, it is asserted, no other parties back of the purchase of any importance, and although C. P. Huntington's name is coupled with the Hamilton & Dayton railroad, he officially denies the connection, and those nearest to him assert to their personal friends that he has no connection whatever with the syndicate.

His Birthday Treat.

WASHINGTON, D. C., March 18.—The President, to-night, on the evening of his 50th birthday, attended the performance of Thatcher, Primrose and West's Minstrels, at the National Theatre. The occupants of the President's box were Mrs. Hoyt, Miss Jewett, of Buffalo, and Colonel and Mrs. Lamont.

CATARH CURED, health and sweet breath secured, by Shiloh's Catarrh Remedy. Price 50 cents. Nasal Injector free. Sold by A. C. Smith & Co. druggists.

Big Land Opinion.

WASHINGTON, March 18.—In compliance with a request from the Secretary of the Interior, the Attorney-General rendered an opinion in the celebrated case of the Northern Pacific Railway Company vs. Guilford Miller, prayed in the Department of the Interior, on an appeal from the decision of the Commissioner of the General Land Office. The history of the case, briefly stated, is as follows: On December 29, 1883, Miller entered as a homestead entry the tract in question, in the Walla Walla, Washington Territory, land office. The tract so entered lies within forty miles of the line of the general route of said road, as shown by the map filed February 21st, 1872, which filing, under the granting act, operated to withdraw the land from settlement and entry. On the definite location of the road, on October 4th, 1880, the land was found to be outside of the forty, and within the fifty-mile indemnity limit, and the withdrawal on the original route was continued as an indemnity withdrawal. The company selected the land October 17th, 1883. The principal question at issue is, whether the railroad indemnity withdrawals are authorized by law, or, in other words, whether the office of the Interior Department had, or has authority to withhold the lands within the indemnity limits from entry and settlement. The Attorney-General finds that such withdrawal does not rest upon any statutory provision, but upon the general authority of the Land Department, which has been recognized by Congress, repeatedly affirmed by the Supreme Court of the United States and only now being regarded as too well established to be questioned. The land having been surreptitiously withdrawn since 1872, it follows, therefore, that Miller's entry was improperly allowed.

Washington Notes.

WASHINGTON, March 18.—Instructions have been issued to the superintendents of life-saving districts embracing the lakes, to man their stations and put them into operation at the opening of navigation. The stations in the lower districts will begin operations April 1st, and others between that date and the 15th proximo.

The Treasury Department is informed that

OPIMUM IS BEING SMUGGLED into the United States through the Detroit and Suspension Bridge districts, and is then shipped to San Francisco, where it is placed on the market. According to the reports received on the subject, the opium is shipped from China through British Columbia, and thence across the lakes.

General Dumont, supervising inspector-general of steam vessels, has received a letter from the officers of the Cleveland Vessel Owners' Association, comprising about one-half of the steam tonnage on the lakes,

ASKING A SUSPENSION.

Rule 5 of his circular of February 19th, prescribing that wheel chains shall be driven so that the wheel and helm shall move in the same direction the observance of which, they represent will be attended with considerable trouble and inconvenience to them. It is ascertained that the method of steering steam vessels is required by the rule and is universal on the Atlantic and Pacific coasts and on most of our rivers, but that the Cleveland steamers have adopted the system in use on sailing vessels, that is, to raise the wheel chains so that the wheel and helm shall move in opposite directions.

Zobehr Pasha to be Released.

CAIRO, March 18.—It is reported that the Egyptian government is meditating the release of Zobehr Pasha. He is a prisoner of state at Gibraltar, where he has been in captivity since March 30th, 1885. He was arrested March 14th, at Alexandria, by order of the Khedive, for alleged treason, it having been charged that he was the secret ally of El Mahdi, and had been largely instrumental in securing for the false prophet the fall of Khartoum. Zobehr Pasha preceded General Gordon as governor of the Sudan. Gordon admired him, even till his removal from the governorship, and insisted that he should be restored to power, as the only man capable of maintaining order in the Sudan. The arrest and transportation of Zobehr is attributed by large and influential parties in Egypt to intrigue, and his party always insisted that he was a true patriot, and that the charges against him which effected his downfall were pure inventions.

Steam Car Heating.

NEW YORK, March 18.—The superintendent of the motive power of the New York Central railroad said, this afternoon, that the trial of the steam car-heating apparatus, which was made yesterday, on the train running from Peekskill to this city, demonstrated the feasibility of the scheme. The trouble of connecting the pipes between the cars was overcome by the use of a brass telescope and ball and sock joint. The steam is used directly from the locomotive boiler through the pressure of a reducing valve and a strain of five pounds is carried on the pipes. The main difficulties hitherto encountered in adopting steam heating on railroads, have been in connecting the pipes between the cars, and in reducing the pressure of steam.

Mexican Railway Stock.

LONDON, March 18.—Mattheson & Co. have offered for public subscription, \$10,500,000 worth of 6 per cent. gold bonds of the denomination of \$1,000 each, of the Mexican National Railway Company at 92 per cent.

"Rough on Bile" Pills.

Small granules, small dose, big results, pleasant in operation, don't disturb the stomach. 25c.

SULLY SPEAKS.

And Utters Some Sensible Remarks

CONCERNING THE RAILROADS.

The Philosophy of the Terminal Combination to Maintain the Very Best Service.

Sully Speaks.

NEW YORK, March 18.—For the first time since the Baltimore and Ohio deal has been pending, Sully, to-day broke his silence so far as to say: "Yes, I see that other parties claim to have purchased the control of the Baltimore and Ohio; I think they have made a deposit on account. When the Terminal Company decided not to exercise their option, I told the Baltimore and Ohio people that, while we unanimously desired to combine our Terminal property with the Baltimore and Ohio property, yet we could not ask them to consider themselves in any way bound to leave the matter open. Therefore, if any disposition has been made, it is perfectly proper and right. I believe the amalgamation of the dividend-paying railroads into strong systems cannot but add strength, power and increased earnings, with resulting economies. If each separate property is self-supporting and revenue-producing, then combining their traffic must add to the strength and net earnings of each part, provided, of course, that the national laws governing their traffic favor such a combination. There is nothing in this policy operating against the interests of the people. The people do not want poor, weak, enervated roads, unable to do business safely. What people need is a strong, powerful railroad company, with means to furnish the very best appliance for the safe and comfortable carriage of passengers and freight. New Orleans is clamorous for fast mail service. How can it be afforded if it must pass over half a dozen different railroads, each having different interests and naturally warring with each other? Combine these roads into one system and you have a powerful corporation, anxious to serve the public, to create and maintain the very best service and thereby derive the best revenue. I think time will yet bring the Baltimore & Ohio into the Terminal system. The Terminal Company now own 4,500 miles of road and an alliance of this road with the Baltimore & Ohio would be of immense value to that property as well as the city of Baltimore."

The Fire's Victims.

BUFFALO, March 18.—As far as can be ascertained, the dead are as follows: Kate Kent, Minnie Kelly and Kate Pearce, servants; Wilson Purcell, Mark Osborne, day clerk at the hotel, a Mr. Johnson, a Toronto railway man; Kate Wolf, servant, of Lockport.

THE DYING ARE:

Jacob Kahn, New York, Henry Ramsey, New York, Maggie Mulrach, Buffalo, Mary Nolan, Buffalo, and Edward Whelan, Newburgh. The others who were seriously burned and injured are as follows: J. H. French, Scranton, Pa.; M. Moore, Cleveland, O.; W. A. Haven, Helena, Mont.; C. W. Dubois, Syracuse, N. Y.; W. J. Mann, Mrs. Barse, Olean, N. Y.; Matt Shannon, Charles Clinton, Bidwell; Minnie Wellers, Mrs. Katie Pierce, Nellie Welford, Nettie Harvey, all of Buffalo; Barry Davies and George E. Michaels, both of New York, and W. J. Mackay, of Niagara Falls. A German girl named Walch, is believed also to be among the dead. The walls of the burned building are

A MENACE TO LIFE.

and until they are razed and the ruins cooled, no search for the bodies can be made. It is undoubtedly a fact that at least thirty persons perished.

THE TOTAL LOSS.

By the fire will be \$400,000 on the hotel and museum buildings, which were insured for \$90,000. Fuller & Townsend, clothiers, were insured for \$45,000; their stock was a total loss and was valued at \$40,000. Peter Paul & Bro., and Albrecht & Kingley, stationers, each lose \$40,000, with \$30,000 insurance. Several minor losses were sustained.

ROCHESTER, March 18.—Several survivors of the hotel fire at Buffalo are in this city. Winfield S. Dewey was quite seriously burned about the face and head. His hair was all burned off and his right foot was badly burned. He had a room on the second floor and was awakened by the bell. He attempted to escape by the hall, but was

DRIVEN BACK BY THE FLAMES.

He was rescued from his window by firemen. Max Dahlman, clothier, escaped by jumping two stories onto an adjoining building. W. P. Lam, an insurance adjuster, narrowly escaped with his life; he was taken from the fire escape.

A Revelation.

among the butchers. A stampede in beef circles. Beef, mutton and pork for cash only. Porterhouse and tenderloin steak, 12½ cents per pound; prime roast, 12½ cents per pound; round steak, 9 cents per pound; chuck steak, 8 cents per pound; boiling beef, 6 cents per pound; loin and legs of mutton, 8 cents per pound; chops, 8 cents per pound; breasts and necks of mutton, 5 cents per pound; pork chops, 8 cents per pound; pork roasts and sausage, 8 cents per pound. On all of the above a special reduction for cash only, without delivery.

Br G. D. Ames, Butcher, Cor. Third South and Main Streets.

Good Luck to 'Em.

LONDON, March 18.—Two hundred and thirty-five members of the House of Commons have signed a memorial in favor of the prevention of the publication of offensive details in divorce cases. They will meet next week to decide how to bring the subject before Parliament.

GYPSY GRANDAMS.

Agel Females Who Constitute the Really Witching Part of the Romany People.

At nearly every tent-mouth or in nearly every wagon-front you will see one or more of the old spaw-wives of the camp. These are the Gypsy grandams. They are tall and strong, though wrinkled and grewsome. If away past fourscore years of age, they have their own teeth, are wonderful on their legs and in their faculties, and are living lessons of the healthfulness of out-door life. They are not put aside as we do our own old folk. They are the seers, the prophets, the advisers, the strong, safe reserve influence in all the important affairs of the race. Many and many I know well, though they are hard to know. But they will not disclose like the younger growth, and you have to battle your way bravely and with valiant persistency to reach their inner-lives. With their shrill, keen voices; their coarse, gray hair, which never becomes fairly white; their flat, brown, ever-open brows, like rugged studies in bronze; their quick, swinging and seemingly fierce gait, suggesting unchanging power; their long, skinny arms and legs, half-shorn to the knee, and their eyes, undimmed to their dying day though never knowing shade from the sun other than that of the tree or tent—they are the really witching part of the Romany people; and as you study them by the campfires, though you are impressed with the respect and even tenderness all yield them, you can for the first time rightly understand how "Lancashire Witches" came to be written, and how true a type Scott's Meg Merrilies may have been. These old spaw-wives never labor. They unceasingly putter. They poke the fires when they need no poking. They fuss with the cooking meats, all sorts of inopportune moments. They quarrel with the tinkers, who yelp back at them all sorts of respectful badinage. They beat the dogs unmercifully for no offense, for no human ever saw a Gypsy dog commit an impropriety. They berate sons and grandsons for alleged unsatisfactory dicking, and garrulously insist that the world shall be made more and more the Gypsy's prey. They awake as from an o'er-long dream and assault the horses and mules, which tremble and crouch as before a tempest. They charge upon roystering children, who scatter to cover and send back mock pleadings or uncanny laughter from their safe retreats. They are ever sleeping, yet never asleep; and the breaking of a twig or the rustling of leaves at night will bring these ghostly and fearless old souls to their feet in the middle of the camp before the alertest of the men have awakened. They are bright, brave relics of a time when life to the Gypsy was one of eternal dread; and they would not quite be happy in the new life that has come to them; they could they not entertain the belief in their active but utterly useless existence that their own wishy aliveness each day and night kept the old being (devil) himself from utterly annihilating every soul in the camp. And indeed would the devil himself be a valiant fellow were he bold enough to meddle with any folk thus sentinelled by women.

And there are seen very old men tinkering about wagons, mending harness, bringing dry bristles, and piling them by the tents, or gathering dead limbs from the deeper forests for the common "woodpile" to which all members of the camp sometimes bring bits and pieces and branches, going over and over the horses like the skillful veterinarian, they are, bringing water from the stream for cooking and washing purposes, and doing unnumberable odd jobs and chores naturally necessary from camp life; yet still doing everything in that easy, plenty-of-time way which gives all the people of the place an air of content and vagabondism no pen can fully describe. These old men are the silent shadowy presences of the camp. You will not hear one of them speak all a dozen times a day. The queer, halting Gypsy dogs follow silently about at a respectful distance from their heels as dumb and expressionless as themselves. But those old men all help round out the picture, and while they are far less noisy than the fussy and querulous old spaw-wives of the band, they are nevertheless faithful and constant in whatever falls to their lot to be done or to do.—Edgar L. Wakeman, in Chicago News.

Cleaning out Rats.

Frank Coney and Terry Adams have been cleaning out the rats about their store for several days, and their efforts have met with great success. Their building is of brick, and the rats had gnawed a hole through the floor and entered through that. Their destruction of meat and corn was alarming, and Messrs. Coney & Adams were unable to prevent their devastations. At last it was decided that if a large wire trap were put immediately over the hole the rats would pass through the hole into the trap. This plan was tried and on Saturday morning last the large round trap was filled with rats of the largest species. They were so densely packed that some were dead at the bottom. The trap contained twenty-four alive and dead. The trap was placed in a large tub of water and forced to the bottom, and the rats were thus drowned. The trap was replaced over the hole, and on Sunday morning it contained eight; on Monday morning, nine; on Tuesday morning, one; on Wednesday morning, three. Forty-five slain to date.—Hawkinsville (Ga.) Dispatch.